

Aircraft Maintenance Program Approval Checklist. Ref.: LT_AIR_3_J3

Delta ref.: xxxxxxxxxxxx

Reg. date: xx.xx.xxxx

Direct Approval ☐

Indirect Approval ☐

AMP ref.:

Revision No. 0 From:

Reg. Mark	S/N	Type/Model	TC Holder	Engine	APU
ES-....

Propeller(s)	CAMO	Operator/Owner

1A. AMP checklist in case of Indirect change

C - In compliance; F – Finding; R – Remark/Recommendation; NR – Not reviewed

1.	The indirect approval is only permitted when A/C is managed by a CAMO.	-
2.	CAME (Continuing Airworthiness Management Exposition) must include procedure for indirect MP approval: - Which AMP amendments are eligible for indirect approval - Who in the CAMO is responsible to issue of the indirect approval - How the amendments are controlled - How and when the competent authority is informed of an amendment	-
3.	Contents/list of effective pages and their revision status of the document	-
4.	Changes are in scope of AMP amendments eligible for indirect approval	-

1B. AMP checklist in case of Direct Approval

C - In compliance; F – Finding; R – Remark/Recommendation; NR – Not reviewed

1.	The type/model and registration number of the aircraft, engines and where applicable - auxiliary power units and propellers.	-
2.	The name and address of the owner, operator or CAMO managing the aircraft airworthiness	-
3.	The reference, the date of issue and issue number of the approved maintenance programme	-
4.	A statement signed by the owner, operator or CAMO managing the aircraft airworthiness to the effect that the specified aircraft will be maintained to the programme and that the programme will be reviewed and updated as required.	-
5.	Contents/list of effective pages and their revision status of the document.	-
6.	Check periods, which reflect the anticipated utilisation of the aircraft. Such utilisation should be stated and include a tolerance of not more than 25%. Where utilisation cannot be anticipated, calendar time limits should also be included.	-
7.	Procedures for the escalation of established check periods, where applicable and acceptable to the competent authority of registry.	-
8.	Provision to record the date and reference of approved amendments incorporated in the maintenance programme.	-
9.	Details of pre-flight maintenance tasks that are accomplished by maintenance staff.	-
10.	The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, together with the associated systems and installations should be inspected. This should include the type and degree of inspection required.	-
11.	The periods at which components should be checked, cleaned, lubricated, replenished, adjusted and tested	-

12.	If applicable details of ageing aircraft system requirements together with any specified sampling programmes	-
13.	If applicable details of specific structural maintenance programmes where issued by the type certificate holder including but not limited to: (a) Maintenance of structural Integrity by damage Tolerance and Supplemental Structural Inspection Programmes (SSID).	-
14.	(b) Structural maintenance programmes resulting from the SB review performed by the TC holder	-
15.	(c) Corrosion prevention and control.	-
16.	(d) Repair Assessment	-
17.	(e) Widespread Fatigue Damage.	-
18.	If applicable, details of Critical Design Configuration Control Limitations together with appropriate procedures	-
19.	If applicable a statement of the limit of validity in terms of total flight cycles/calendar date/flight hours for the structural programme in 1.1.13.	-
20.	The periods at which overhauls and/or replacements by new or overhauled components should be made.	-
21.	A cross-reference to other documents approved by the Agency which contain the details of maintenance tasks related to mandatory life limitations, Certification Maintenance Requirements (CMR's) and ADs.	-
22.	Details of, or cross-reference to, any required reliability programme or statistical methods of continuous Surveillance	-
23.	A statement that practices and procedures to satisfy the programme should be to the standards specified in the TC holder's Maintenance Instructions. In the case of approved practices and procedures that differ, the statement should refer to them.	-
24.	Each maintenance task quoted should be defined in a definition section of the programme.	-
25.	Compliance with: (a) MRB report,	-
26.	(b) TC holder's maintenance planning document	-
27.	(c) Chapter 5 of the maintenance manual	-
28.	For existing aircraft types, comparisons with maintenance programmes previously approved.	-
29.	CDCCL included, if identified by TC/STC holder with maintenance instructions developed.	-
30.	AMP annual review records a) TC holder's recommendations b) Revisions to the MRB report (if applicable) c) Mandatory requirements d) Maintenance needs of the aircraft e) Annual review defined by operator.	-
31.	Amendments (revisions) to reflect changes: a) In the TC holder's recommendation b) Introduced by modifications c) Discovered by service experience d) As required by CAA.	-
32.	Permitted variations procedure - Process in place to vary the periods through a procedure approved by the CAA?	-
33.	Reliability Programme Is applicable: If AMP is based upon MSG-3, includes condition monitored components, is specified by the Manufacturer's MPD or MRB, or does not contain overhaul time periods for all significant system components. AMP should contain procedures for monitoring and, as necessary, revising the reliability 'standards' or 'alert levels'. The organisational responsibilities for monitoring and revising the 'standards' should be specified together with associated time scales.	-

	<p>When the amount of available data is very limited (small fleet, less than 6 A/C of the same type), the CAMO engineering judgement is then a vital element. Careful engineering analysis should be exercised before taking decisions:</p> <p>— A '0' rate in the statistical calculation may possibly simply reveal that enough statistical data is missing, rather than there is no potential problem.</p> <p>— When alert levels are used, a single event may have the figures reach the alert level. Engineering judgement is necessary to evaluate actual need for a corrective action.</p> <p>At engineering judgement, CAMO is encouraged to establish contact and make comparisons with other CAMOs of the same aircraft, where possible and relevant. Making comparison with data provided by the manufacturer may also be possible.</p> <p>Type of information to be collected and analyzed is as follows but may not be limited to:</p> <ul style="list-style-type: none"> - Pilot reports - Technical logs - Maintenance worksheets - Workshop reports - Reports on functional Checks - Reports on Special Inspections - Stores Issues/Reports - Air Safety Reports - Reports on Delays and Incidents - Other sources: i.e. ETOPS, RVSM, CAT II/III <p>It is also acceptable that the CAMO participates in a reliability programme managed by the aircraft manufacturer, when the competent authority is satisfied that the manufacturer manages a reliability programme which complies with the intent of this paragraph.</p> <p>CAMO failure to provide appropriately qualified personnel for the reliability programme may lead the competent authority to reject the approval of the reliability programme and therefore the AMP.</p> <p>In order to have sufficient data analysed it may be desirable to 'pool' data: i.e. collate data from a number of CAMOs of the same type of aircraft. For the analysis to be valid, the aircraft concerned, mode of operation, and maintenance procedures applied should be substantially the same: variations in utilization between two CAMOs may, more than anything, fundamentally corrupt the analysis.</p>	
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Findings:

Klõpsa ja vali Checklist	Finding description	Rectified (Date)

Conclusion:

Klõpsa ja vali

Signed by: Valige üksus.

Date: Kuupäeva sisestamiseks klõpsake siin.